

Gulf Cooperation Council

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GSO 77 (1987) (English): INDUSTRIAL SAFETY AND
HEALTH REGULATIONS - LONGSHORING - PART 2: WORKING
SURFACES



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اشتراطات السلامة والصحة الصناعية

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الجزء الثاني : أسطح العمل

**INDUSTRIAL SAFETY AND HEALTH
REGULATIONS – LONGSHORING – PART 2:
WORKING SURFACES**

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INDUSTRIAL SAFETY AND HEALTH REGULATIONS – LONGSHORING – PART 2: WORKING SURFACES

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INDUSTRIAL SAFETY AND HEALTH REGULATIONS

LONGSHORING – PART 2: WORKING SURFACES

1. SCOPE AND FIELD OF APPLICATION

This standard is concerned with the regulations for the working surfaces for opening and closing hatches.

2. COMPLEMENTARY REFERENCES

- 2.1 GSO 76/1987 “Industrial Safety and Health Regulations - Longshoring - Part 1: General”.

3. DEFINITIONS

For the purpose of this standard, definitions specified in the Gulf Standard mentioned in item 2 shall apply.

4. REGULATIONS

4.1 Working Surfaces

4.1.1 Hatch Coverings

- 4.1.1.1 No cargo, dunnage, or other material shall be loaded or unloaded by means requiring the services of employees at any partially opened intermediate deck unless either the hatch at that deck is sufficiently covered or an adequate landing area suitable for the prevailing conditions exists. In no event shall such work be done unless the working area available for such employees extends for a distance of 3 m or more fore and aft and athwartships.

- 4.1.1.2 Cargo shall not be landed on or handled over a covered hatch or between deck unless all beams are in place under the hatch cover.

- 4.1.1.3 Missing, broken, split, or poorly fitting hatch covers that would jeopardize the safety of employees shall be reported at once to the officer in charge of the vessel. Pending replacement or repairs by the vessel, work shall not be performed in the section containing the unsafe covers or in adjacent sections unless the flooring is made safe.

- 4.1.1.4 When the hatch covers and beams are not of uniform size, they shall be placed only in the hatch, deck, and section in which they fit properly.

- 4.1.1.5 Small trimming hatches located in intermediate decks shall be adequately covered or guarded while work is proceeding in the hatch in which they are located, unless they are actually in use.

- 4.1.2 Stowed cargo and temporary landing platforms.

- 4.1.2.1 Tables on which loads are to be landed shall be of sufficient size and strength to permit the employees thereon to work in safety.
- 4.1.2.2 When an edge of a hatch section or of stowed cargo more than 2.5 m high is so exposed that it presents a danger of an employee falling, the edge shall be guarded by a safety net of adequate strength to prevent injury to a falling employee, or by other means providing equal protection under the existing circumstances.
- 4.1.2.3 When two gangs are working in the same hatch on different levels, a safety net shall be rigged and securely fastened so as to prevent men or cargo from falling.
- 4.1.3 Deck loads
 - 4.1.3.1 Employees shall not be permitted to pass fore and aft over or around deck loads unless there is a safe passage.
 - 4.1.3.2 Signalmen shall not be permitted to walk over deckloads from rail to coaming unless there is a safe passage. If it is necessary to stand at the outboard or inboard edge of the deckload where less than 60 cm of bulwark, rail, coaming, or other protection exists, any signalman shall be provided with a suitable means of protection against falling from the deckload.
- 4.1.4 Skeleton decks

No cargo shall be worked on a skeleton deck or other superstructure unless temporary flooring is provided, when necessary, to make a safe working surface.
- 4.1.5 Open hatches

Open weather deck hatches around which longshoremen must work which are not protected to a height of 60 cm by coamings, shall be guarded by taut lines at a height of 1 m above the deck except on the side on which cargo is being worked. Any portable stanchions or uprights used shall be so supported or secured as to prevent accidental dislodgement.
- 4.1.6 Weather deck rails

Removable weather deck railings shall be kept in place except when cargo operations require them to be removed, in which case they shall be replaced as soon as such cargo operations are completed.
- 4.1.7 Barges
 - 4.1.7.1 Employees shall not be permitted to walk along the sides of covered lighters or of barges with coamings more than 1.5 m high unless there is a 1 m wide clear walkway, or unless a grab rail or taut handline is provided.
 - 4.1.7.2 Employees shall not be permitted to walk or work on the decks of barges to be loaded unless and until the walking or working surfaces have been determined by visual inspection to be sound structurally and maintained properly. If in the course of discharging a barge an unsound deck surface is discovered, work shall be discontinued and shall not be resumed until a temporary means to ensure a safe work surface has been completed, or until a means to avoid the unsound surface shall have been arranged.

4.1.8 Freshly oiled decks

If decks are wet with fresh paint or oil, the employer shall not permit employees to engage in longshoring operations until necessary walking and working areas have been made safe by the use of suitable non-skid materials.

4.1.9 Hot surfaces

Exposed surfaces having an external surface temperature of 60°C or greater and subject to contact within 2.1 m measured vertically from floor or working level or within 38 cm measured horizontally from stairways, ramps or fixed ladders shall be covered with a thermal insulating material or otherwise guarded against contact.

4.2 Opening and closing hatches**4.2.1 Coaming clearances****4.2.1.1 Weather deck**

If a deck load of lumber or other smooth sided deck cargo over 1.5 m high is stowed within 1 m of the hatch coaming and employees handling beams and hatch covers are not protected by at least 60 cm height of the coaming, a taut handline shall be provided along the side of the deckload for their protection. The requirements of item 4.1.5 are not intended to apply in this situation.

4.2.1.2 Intermediate deck

Before intermediate deck hatch covers and beams are removed or replaced by employees, there shall be a 1 m working space between the stowed cargo and the coaming at both sides and at one end of the hatches with athwartship beams, and at both ends of those hatches with fore and aft beams, except that a reasonable tolerance will be permitted in circumstances where adherence to a 1 m working space would create undue hardship.

4.2.1.3 The 1 m distance required by item 4.2.1.1 is not required on the covered portion of a partially opened hatch, nor is it required when lower decks have been filled to beam height with cargo of such a nature as to provide a safe surface upon which employees may work.

4.2.1.4 For purposes of item 4.2.1.2, banana or other fitted gratings which are in good condition shall be considered a part of the decking when properly placed within the 1 m area.

4.2.1.5 Trunk hatches and other permanent or semi-permanent structures and space parts: When bulkheads, lockers, reefer compartments or large spare parts are within 1 m of the coaming, grab rails or taut handlines shall be provided for the protection of employees handling beams and hatch covers.

4.2.1.6 The provisions of this section regarding coaming clearances do not apply to hatches which are opened by hydraulic or other mechanical means, but in all cases in which the 1 m distance does not exist, means shall be taken to prevent stowed cargo which is likely to shift from falling into the hold.

4.2.2 Beam and pontoon bridles

Beams and pontoon bridles shall not be used unless they meet the following requirements:

- 4.2.2.1 Bridles shall be long enough to easily reach the holes, rings, or other lifting attachments on the beams and pontoons. The bridles shall be of adequate strength and properly maintained, including covering or blunting of protruding ends in wire rope splices.
- 4.2.2.2 Bridles for lifting hatch beams shall be equipped with toggles, shackles, hooks or other devices of such design that they cannot become accidentally dislodged from the beams with which they are used. Hooks other than those herein described may be used only when they are hooked into the standing part of the bridle. Toggles, when used, shall be at least 25 mm longer than twice the longest diameter of the holes into which they are placed.
- 4.2.2.3 Bridles used for lifting pontoons and plugs shall have the number of legs required by the design of the pontoon or plug, and all legs shall be used. Where any use of a bridle requires fewer than the number of legs provided, idle legs shall be hung on the hook or ring, or otherwise prevented from swinging free.
- 4.2.2.4 At least two legs of all strongback and pontoon bridles shall be equipped with a substantial fiber rope lanyard at least 2.5 m long and in good condition. The bridle end of the lanyard may be of chain or wire.
- 4.2.3 Handling beams and covers

Only items 4.2.3.9, 4.2.3.11 and 4.2.3.12 apply to folding, sliding, or hinged metal hatch covers or to those hatch covers handled by cranes carried for that purpose.
- 4.2.3.1 When hatch covers or pontoons are stowed on the weather deck abreast of hatches they shall be arranged in stable piles not closer than 1 m from the hatch coaming and, when on the working side of the deck, not higher than the coaming, unless they are spread one high between coaming and rail with no space between them and with not less than a 60 cm height of hatch coaming maintained.
- 4.2.3.2 When in the cases of pontoons, the requirements of item 4.2.3.1 cannot be met due to the narrowness of the available deck area, pontoons may be stowed more than one high against the coaming, provided that not less than a 60 cm height of hatch coaming is maintained on the working side of the vessel. If pontoons must be stowed closer than 1 m to and higher than the coaming on the idle side, they shall be secured against movement.
- 4.2.3.3 When some, but not all, conventional small weather deck hatch boards or similar covers on seagoing vessels are removed from the beams in a section of a partially opened hatch during cargo handling, cleaning or other operations, those removed shall not be stowed on those left in place within that section.
- 4.2.3.4 Beams shall be laid on their sides, or stood on edge close together and lashed. However, this paragraph shall not apply in case where beams are of such design that (1) the width of the flange is 50 percent or more of the height of the web and (2) when a beam is stood upright the flange rests flat on the deck.
- 4.2.3.5 Strongbacks, hatch covers and pontoons shall be so placed as not to interfere with a safe walkway from rail to hatch coaming or fore and aft, and so secured that they

cannot be tipped over or dragged into hatches or overboard by drafts or gear. Dunnage or other suitable material shall be used under and between tiers of strongbacks and pontoons.

- 4.2.3.6 Hatch covers unshipped in an intermediate deck shall be placed at least 1 m from the coaming or they shall be removed to another deck. Strongbacks unshipped in an intermediate deck shall not be placed closer than 15 cm to the coaming, and if placed closer than 1 m, they shall be so secured that they cannot be tipped or dragged onto a lower compartment. If this is not possible they shall be removed to another deck.
- 4.2.3.7 Any beam or pontoon left in place adjacent to a section through which cargo, dunnage, equipment, or any other material is being worked, shall be lashed, locked, or otherwise secured so that it cannot be displaced by accident. All portable, manually handled hatch covers, including those bound together to make a larger cover, shall be removed from any working section.
- 4.2.3.8 The roller hatch beam at the edge of the open section of the hatch shall be lashed or pinned back so that it cannot be moved toward the open section.
- 4.2.3.9 Rolling, sectional or telescopic hatch covers of barges which open in a fore and aft direction shall be secured against unintentional movement while in the open position.
- 4.2.3.10 When a hatch is to be covered, hatch covers or night tents shall be used. Any partial hatch covering, such as alternate hatch covers or strips of dunnage, shall not be covered by a tarpaulin.
- 4.2.3.11 Hinged or folding hatch covers normally stowed in an approximately vertical position shall be positively secured when in the upright position.
- 4.2.3.12 Hatches shall not be opened or closed while employees are in the square of the hatch below.